

A. Control Measure under Consideration	B. Summary Description of Measure	C. Program/Measure Status	D. Specific Implementation Date	E. VOC Reduction	F. NOx Reduction	G. Resources (FTE's, \$\$)	H. Additional Information
<b>11 South Carolina State Measures</b>							
<b>Comments:</b> Modeling for 2007, shows attainment without including measures beyond national and regional measures already finalized.. 2012 and 2017 also shows attainment. <i>Our continuing EAC programs are also related to maintenance.</i>							
<b>11 Appalachian, SC (Effective date of nonattainment designation deferred) - Greenville County</b>							
Gas Can Exchange Event	June 28, 2003; 115 cans exchanged	115 old gas cans exchanged for new environmentally safe cans.	June 28, 2003	711 lbs/year	N/A	Resources were obtained from several local vendors	See Comment #6
School Bus Retrofit Project	Approximately 47 diesel buses will be retrofitted particulate filters during 2006. (additional reductions of PM are also expected)		2006	799 lbs/year	N/A	N/A	CO reductions 5,593 lbs/year December 2004 EAC SIP - Appendix 16
<div><div>GREENVILLE COUNTY, SC DECEMBER 2005 EAC PROGRESS REPORT (December 13, 2005 changes shown in red)</div><div>Based on stakeholder consultation and taking into consideration resource and political constraints, the following control measures are under consideration pending modeling that demonstrates compliance in 2007 by SCDHEC. It is anticipated these measures under consideration will assist the County of Anderson, Greenville, Spartanburg, South Carolina, in achieving and/or maintaining the 8-hour ozone standard by 2007.</div></div>							
Air Quality Awareness and Improvement Policy	<p>Memorandum sent to all County departments for the purpose of establishing certain principles that will guide the recurring activities of County government.</p> <p>Purpose of policy is to establish certain principles that will guide the recurring activities of Anderson County government. Memorandum sent to all County employees for the purpose of establishing certain principles that will guide the recurring activities of County government in the following areas:</p> <ol style="list-style-type: none"><li>1. Ensure that all county employees are notified of upcoming alerts for Ozone Action Days during ozone season (April – October) of each year.</li><li>2. Ensure that County residents are aware of the new State's restrictions on outdoor burning, especially during ozone season.</li><li>3. Greenville County will explore and adopt, when feasible DHEC's Take a Break from the Exhaust Program or a program with a similar purpose, and Flex-scheduling and car-pooling opportunities.</li><li>4. Ensure that all County vehicles and equipment are operating according to the manufacturer's specifications.</li><li>5. Ensure preventative maintenance schedules are timely performed. Vehicles and equipment, which operate in construction are</li><li>6. Avoid long idling. The worst mileage a vehicle can get is zero (0) miles per gallon, which occurs when the engine idles. Unned</li><li>7. Continue considering purchasing low-emission vehicles to meet County needs according to the vehicle replacement plan. Thi</li><li>8. Fill fuel tanks in the morning, or when the temperature is coolest. Unleaded gasoline is densest when cold. Do not overfill tank</li><li>9. Clean out the trunk or storage area. Every 200 lbs. Of unnecessary weight reduce one mile of fuel efficiency.</li><li>10. Operate vehicles with the speed limit and eliminate hasty starts. Driving too fast wastes gas. Traveling at 65 mph uses 15%</li><li>11. Develop efficient routing plans. Utilize routes with minimal traffic lights, when possible. This decreases engine idling at stop</li><li>12. Encourage carpooling when appropriate. Utilize fuel-efficient vehicles or motor pool vehicles when traveling out of town to r</li><li>13. Greenville County has been improving landscaping at all County facilities with the goals of improving the environment by mir</li><li>14. Greenville County is committed to energy conservation programs and practices, which will result in less energy consumption</li><li>15. Greenville County partnered with the SC Energy Department in 2003 with the goal of reducing energy consumption at Count</li><li>16. The following measures will continue to be implemented and reminders will be sent to all County employees and tenants:</li></ol> <ul style="list-style-type: none"><li>· Turn OFF all office lights when leaving every day,</li><li>· Electric space heaters are not allowed in County facilities (exceptions are made only for medical reasons with a written statem</li><li>· Ensure that electric equipments such as lamps, coffee pots, monitors, printers, copy machines, etc. are turned OFF when leavi</li><li>· To further increase energy conservation, the County will encourage, when practical, to make environmental considerations in p</li></ul> <p>See Comment #6.</p>	<p>· <i>Greenville County is preparing a grant application due to USEPA Region 4 on December 23, 2005, in advance of the 2006 Ozone Season. The County is planning on conducting an extensive public awareness campaign should the grant application be approved. Items would include: radio and TV advertisements, informational wheels, brochures, involvement in community activities, and plans to enable the Greenville Transit Authority to provide free transit services during high ozone alert days.</i></p>	Effective immediately - October 12, 2004	directionally sound	directionally sound	N/A	The commitment to address these activities has been assured by the County Administrator by establishing the Air Quality Awareness and Improvement Policy for County Government. 1. See comment No. 6.
1. Support SCDHEC statewide efforts to reduce ozone levels.	<p>Stakeholder group to support and participate in modeling efforts.</p> <p>Develop stakeholder group to participate in development of regulations (NOx - BACT (Best Available Control Technology Economically Achievable), restrict open burning).</p> <p>· Members of the Upstate Air Quality Staff Advisory Committee participated WITH dhec in the development of new regulations aimed at reducing NOx emissions. As a result, new regulations requiring Nox- BACT (Best Available Control Technology Economically Achievable) were adopted in mid 2004.</p>	<p>December 2004 EAC SIP did include Appendix 16 -</p> <ol style="list-style-type: none"><li>1. SC61-62.2 "Prohibition of Open Burning" regulation with reductions for 2007 calendar year - reductions expected during the ozone season for residential construction waste</li><li>2. SC61-62.5, Std. 5.2 "Control ofOxides of Nitrogen) reduction amount for both existing and new sources combined across Anderson, Greenville, Spartanburg for 2007 calendar year</li><li>3. June 24, 2004 - Participated in Upstate Air Quality Steering Committee meeting held at BMW. See Comment #4.</li><li>4. November 2004 - Greenville County submitted letter supporting SIP. See Comment #5.</li><li>5. Greenville County implemented the following measures during 2004 and 2005: purchased alternate fuel vehicles (Greenville purchased 19 such vehicles since November 2004); published and distributed brochures about improving air quality ; sent out notices on high ozone days and developed audio commercials for local radio stations to broadcast during ozone awareness week and ozone season; broadcasted radio announcements and information through the County's Cable TV channel, i</li></ol>	<p>1. June 25, 2004</p> <p>2. June 25, 2004</p>	<p>65.23 tons/season</p> <p>N/A</p>	<p>13.73 tons/season</p> <p>234.1 tons/yr</p>	<p>N/A</p> <p>N/A</p>	<p>Upstate Air Quality Staff Advisory committee will be developing a business partnership plan to involve local industries in announcing ozone alerts, participating in ride share programs and adopting the same or similar list of initiatives that Greenville County adopted from the SELC.</p> <p>See Comments #1, #2, #3, #5, #6, #8</p>
2. Designate an Ozone Action Coordinator	Designate a staff person in each County who will be responsible for coordination of counties ozone programs	County has 2 Ozone Coordinators.	March 2003	N/A	N/A	N/A	See Comment #5

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3. Seek low sulfur fuels as early as possible	Continue to coordinate with representatives of Colonial and Plantation pipelines, refiners, and State representatives to ensure that the upstate has the opportunity to receive low sulfur fuels at the earliest date as they can be provided.	Committee continues to coordinate with representatives of Colonial and Plantation pipelines, refiners. During 2005, Colonial Pipeline conducted studies that indicates that S.C., as well as others along the Colonial Pipeline are receiving sulfur levels that should help many of the non-attainment areas. Specifically: M and V are the grades used in South Carolina. The sulfur content averages shown below are by batch not volumetric weighted values. • M Grades: Average 139 High 330 • V Grades: Average 74 High 300.	on-going	directionally sound	directionally sound	N/A	See Comment #5
4. Design and implement congestion management and Intelligent Transportation System (ITS) measures.	Implement congestion management projects: intersection and signalization improvements to alleviate traffic congestion, therefore, reducing emissions from idling vehicles; Implement Intelligent Traffic Systems such as automated advisory/alert messages to drivers on interstate highways. For example: advise motorist about an accident ahead and the use of alternate routes to avoid congestion, which minimize emissions from idle vehicles. Encourage and support improved traffic operational planning, engineering and maintenance for existing and future transportation infrastructure.	Greenville County completed implementing the congestion management plan on several major thoroughfares; cameras and variable message boards have been installed on I-85 through Anderson, Greenville and Spartanburg Counties. In December 2005, the Greenville County Planning Commission retained the services of a transportation consultant to update the Long Range Transportation plan including an updated congestion management plan and a bicycle and pedestrian plan. The current long range transportation plan may be found at <a href="http://www.greenvilleplanning.com">www.greenvilleplanning.com</a>	on-going	directionally sound	directionally sound	N/A	
5. Use of hybrid vehicles	Encourage people, public and private organizations to purchase hybrid vehicles as they replace vehicles/fleet Encourage that 10% of public agencies fleet have hybrid vehicles (use of hybrid vehicles does not require changes in infrastructure for dispensing fuel). Encourage public agencies to require purchasing hybrid electric vehicles (HEVs) through the State vehicle contract.	The Greenville County Administrator issued principles to guide County operations to improve air quality which include considering purchasing low-emission vehicles.	on-going	directionally sound	directionally sound	N/A	See Comment #5
6. Use higher efficiency engines for school buses	Require purchase of high efficiency engines for school buses as they are replaced. In South Carolina, the SC Department of Education is in charge of maintenance of school buses. DHEC is working with SC Department of Education to obtain grants from EPA. Promote an Adopt-A-School-Bus Program. Endorse a statewide recommendation for the State to take the lead	Approximately 47 diesel buses will be retrofitted with particulate filters during 2006. (additional reductions of PM are also expected) The South Carolina Department of Education purchased 73 used school buses from a Kentucky school district that is replacing them with new vehicles. In addition to these 73 used buses, the Education Department purchased 61 new buses that should be on the road in late 2005.	on-going	N/A	N/A	N/A	Reductions accounted for under School Bus Retrofit Project
7.a. Develop incentive programs and opportunity for citizens to choose alternative transportation modes.  Establish intermodal connections with an emphasis on mass transit	WALKING/BIKING Encourage local government to increase pedestrian/bicycle infrastructure spending (the Upstate spends 2 cents per person compared to SC spending 22 cents per person). Establish safer bike routes with better signs marking lanes and routes. Increase highway funding for bike paths, walking or mass transit including high-speed rail. Support the federal transportation enhancement program. Install bike racks on all transit vehicles to encourage intermodal transportation. New buses purchased through the state's bus purchase program will have bike racks. PARK and RIDE Establish mass transportation between a plant and a park-and-ride site. CARPOOLING Work with local government to offer incentives employees to car pool. MASS TRANSIT Offer a free trolley service running in a loop in downtown areas and nearby restaurants, especially during lunch hours; Research past feasibility studies on free downtown shuttles. Potential for sponsorship with local area restaurants and businesses for a lunch time shuttle could defer the operational costs of the endeavor. Support mass transit (transportation choices and alternatives): While the only local mass transit choice that is currently available	1. December 2004 Park and Ride: Staffs of Greenville County Planning Commission, Greenville Transit Authority and Greater Greenville Chamber of Commerce have begun joining effort to develop a feasibility study for Park-n-Ride program and/or Ride Share program for Greenville County. Information will be shared with Anderson and Spartanburg counties. 2. June 2005 - County contract with consultant to prepare a Transit Development Plan for the most rapidly growing portion of Greenville County, to include a Park and Ride and Rideshare Feasibility study. The transit development plan may be viewed at <a href="http://www.greenvilleplanning.com">www.greenvilleplanning.com</a> See Comment #8. In November 2005, the transportation consultant completed the transit study for Mauldin and Simpsonville and recommended several alternatives for providing transit services to this portion of Greenville County. Currently the cities of Mauldin and Simpsonville are considering the recommendations included in the transit study.	on-going	directionally sound	directionally sound	N/A	See Comment #5
7.b. Offer free or reduced transportation cost on high ozone days.	MASS TRANSIT: Implement a coordinated high ozone day alert action plan to include public notification and free or reduced ozone fares from the transportation providers.	Greenville County is working on a grant application due to USEPA Region 4 on December 23, 2005, in preparation for the 2006 Ozone Season. The County is planning on including a request for funds to enable the Greenville Transit Authority to provide free transit services during high ozone alert days.	on-going	directionally sound	directionally sound	N/A	

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7.c. Reduce vehicle miles traveled by developing efficient user-friendly transit systems.	Integrate transportation planning with land use planning so public transit can make a comprehensive contribution to economic development and mobility; Remove local barriers to densification in downtowns, infill areas, and transit stations and corridors.	1. December 2004 - Greenville County Planning Commission completed update to county Zoning Ordinance - adopted November 30, 2004. New provisions will eliminate minimum lot size requirements, encourage cluster developments, grant density bonuses for developments with access to public transportation, allow some commercial developments to include housing within the development. This shift in the land use plan should reduce vehicle miles traveled and encourage use of transit services. Copy of the updated County Zoning Ordinance may be viewed at <a href="http://www.greenvilleplanning.com">www.greenvilleplanning.com</a> . See Comment #5. 2. June 2005 - county council passed ordinances updating Zoning Ordinance and Land Development Regulations; changes focus on adding flexibilities to encourage cluster developments, neo-traditional development and mixed-use developments. See Comment #8 Planning Commission on behalf of the City of Mauldin and The City of Simpsonville has retained Day Wilburn Associates to prepare a Transit Development Plan for the Mauldin-Simpsonville Urbanized Area. <a href="#">See update on strategy</a>	on-going	directionally sound	directionally sound	N/A	Comments #7
8. Review and update air emission inventory for the Upstate	Ensure all industrial sources still operating. Review industrial sources for plant closures. Identify major sources of NOx Map the locations of point sources (10% of point sources cannot be found). Map the specific locations and the area sources where coal is burned.	<a href="#">This was completed and forwarded to SCDHEC on a previous updated progress report. The information allowed DHEC to having more accurate emissions inventory.</a>	on-going	directionally sound	directionally sound	N/A	SCDHEC
9. Support SCDHEC in evaluating and seeking reductions from major sources based on modeling	Coordinate with Duke Power to determine what NOx reductions are planned for the Lee Steam Plan Coordinate with the Williams Company to determine what NOx reductions are planned for the TRANSCO Pipeline. Support NOx reduction strategies in the State Implementation Plan Develop an Early Reduction Program with incentives for industrial facility (Tier Two Type emissions NOx sources)	See info on Duke Power included in Appendix 16 of EAC SIP (link in Comment #6). - <a href="#">The Williams Company received DHEC permits to replace outdated "uncontrolled" compressors on the pipeline located in Duncan. Replacement of the compressors began in late 2004 and continue until late 2005. This will result in a significant Nox reduction for the Upstate.</a>	on-going	N/A	40%	N/A	
10. Develop a program to offer to purchase or repair smoking vehicles (known as cash for clunkers).	Use funds generated from a license plate sales, registration fees, or license plate tax program to buy or repair high emitting vehicles from individuals. Purchase such vehicles from non-profit groups such as the Kidney Foundation, Goodwill, Salvation Army when they have been donated as charitable gifts. Consider accelerated vehicle retirement (scrappage) programs to encourage vehicle owners to voluntarily retire their vehicles sooner than they would have otherwise.	1. December 2004. No local action has taken place on this strategy. See Comment #5. <a href="#">No action taken in 2005.</a>	on-going	directionally sound	directionally sound	Use funds from license plate sales	
11. Ban open burning of on-site commercial clearing debris during ozone season (April - October)	Use SCDHEC model to detrmine the most effective method to ban open burning. Discuss modeling results with all local governments to consider adoption.	DHEC adopted regulations in mid 2004 restricting open burning. See Comment #6. DHEC encourages Anderson, Greenville, and Spartanburg to actively notify all residents that the statewide ban is now in force and violations are punishable by law. <a href="#">At the November 2005 Air Quality Steering Committee meeting, the Committee directed staff to coordinate with local governments to enforce DHEC's burning ban year-round. Greenville County has notified all fire departments, all municipal and county codes departments, the Greenville Home Builders Association and others about the ban at the monthly subdivision review team meetings. The County is running a public service announcement in the County's Cable TV channel permanently.</a>	on-going	directionally sound	directionally sound	N/A	See Comment #6
12. Create incentives for the purchase of high efficiency and low emissions vehicles.	Offer tax credits for vehicles with high efficiency gas consumption or low emissions. Offer tax credits for low mileage vehicles instead of high mileage vehicles	December 2004 - developing draft bill to offer reduced tax incentives for those purchasing low emitting vehicles.	on-going	directionally sound	directionally sound	N/A	See Comment #5

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****Develop air quality best management practices (BMPs)_ for construction sites	Develop a generic list of BMPs Develop management practices for construction debris. Develop management practices for emissions from construction vehicles. Develop management practices for traffic controls during construction.	A bill titled: An act concerning the promotion of alternative use fuel, and hybrid propulsion system for transportation purposes was submitted to the SC House of Representatives in January 2005. The bill is now in committee. In summary, the bill provides tax credit for vehicles using alternative fuel or hybrid propulsion vehicles. The credit is allowed against the tax imposed by for the purchase of vehicles licensed in South Carolina which use, or which are converted within 120 days of purchase to use, clean-burning fuel. Specifically the intent of the bill will apply for income tax years beginning on or after January 1, 2004, but prior to January 1, 2013. The tax credit will be allowed for the purchase of an alternative fuel or hybrid propulsion vehicle, and for a motor vehicle that is converted to use alternative fuel, for the replacement of the power source with a power source that uses alternative fuel	on-going	directionally sound	directionally sound	N/A	See Comment #2
13. Use land-use and transportation planning to improve air quality	Include air quality measures as a part of the land-use and transportation planning process.	1. June 2005 - County Council passed ordinances updating Zoning Ordinance and Land Development Regulations; changes focus on adding flexibilities to encourage cluster developments, neo-traditional development and mixed-use developments. A copy of this ordinance may be viewed at <a href="http://www.greenvilleplanning.com">www.greenvilleplanning.com</a> .	on-going	directionally sound	directionally sound	N/A	See Comment #8
14. Implement a program to encourage use of green power.	Capture emissions from landfills to produce green power, e.g., BMW is utilizing Palmetto Landfill emissions to produce energy for its plant. Implement a Purchase Green Power program when available. Green power is electricity generated by renewable resources like solar, wind, and even decomposing garbage in selected landfills. These resources are replenished naturally and minimize harm to the environment.	1. December 2004. No local action has taken place on this strategy. See Comment #5. Currently, green power options are limited to the north-western portion of Greenville County served by Blue Ridge Electric Cooperative. Indications are that additional opportunities may be available in 2006.	on-going	directionally sound	directionally sound	N/A	
15. Promote route efficiency for delivery vehicles, trash collection etc.	Encourage business to consolidate distribution and collection routes to improve efficiency and reduce emissions from their fleets. Maximize route efficiency for public services such as garbage collection, delivery vehicles, and other vehicle trips to reduce fuel usage.	1. December 2004. No local action has taken place on this strategy. No action taken.	on-going	directionally sound	directionally sound	N/A	See Comment #5
16. Establish a clean air partnership with business and industry.	Encourage and coordinate alternate work schedules such as staggered work hours for business, industry and local governments. Establish park and ride lots serving perimeter counties along major corridors. Make the public aware of the park-and-ride concept: media could assist in publicizing which programs are available. Encourage carpooling/vanpooling as an option where employees living in the same area agree to ride to work together rather than to drive their individual vehicle to work. Consider parking facility controls that can include employers offering a tax-free transit/vanpool benefits and which limit the amount of parking and encourage carpooling, mass transit, etc. Encourage telecommuting. Adopt a Bus Program. Develop funding to be used for matching grants fund for several EAP strategies. Develop a core competency and assisting the Upstate EAP group in writing grant proposal.	1. June 2004 - Staffs of Greenville County Planning Commission, Greenville Transit Authority and Greater Greenville Chamber of Commerce have begun joining effort to develop a feasibility study for Park-n-Ride program and/or Ride-Share program for Greenville County. Information will be shared with Anderson and Spartanburg counties. 2. No local action has taken place on this strategy. See Comment #5. In the November 2005, the Air Quality Steering Committee directed staff to begin addressing this strategy before the 2006 ozone season.	on-going	directionally sound	directionally sound	N/A	See Comment #4

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17. Establish an active public awareness campaign.	<p>Develop an editorial board to discuss air quality issues and develop a relationship with media.</p> <p>Use alert messages year round, not only during ozone season; Utilize public service announcement, newspapers, weather channels, and other media outlets to notify citizens of high ozone days;</p> <p>Utilize TV Channels to issue high ozone alerts using the crawl bar at bottom of TV screens.</p> <p>Encourage health organizations to sponsor ozone alerts in media.</p> <p>Enhance ozone awareness (Outreach-communication): assign a local agency to develop and implement a program to educate and motivate individuals to take actions to minimize ozone pollution. Includes a focused distribution of educational materials, dissemination of SCDHEC ground-level ozone forecast, increased media alerts to specific audiences, and includes action oriented components (i.e. ridesharing, telecommuting, etc.).</p> <p>Develop a campaign to encourage things such as refueling vehicles during evenings, not topping off tanks when refueling, using lawnmowers during evenings instead of during high ozone hours, using of electric lawn mowers.</p> <p>Develop a license plate program to generate revenue to implement the public awareness campaign.</p> <p>Develop awareness program on tax savings for purchasing high efficiency vehicles.</p>	<p>1. June 2004 Progress Report - Complete list of strategies for public review and comments were made available through the Greenville County Library system and the Greenville County Planning Commission from March 29, 2004 to May 31, 2004. Responses positive, but limited - less than 25 people called or sent letters.</p> <p>2. December 2004 - DHEC Ozone forecast updated daily on county cable TV Channel; TV Weather channel announces Ozone Forecasts; county posted DHEC's link on County's website - front page; alerts for 2005 will resume; reviewing and considering materials to be used during 2005 public awareness campaign; Develop editorial board to discuss air quality issues and development of a relationship with media; encourage health organizations to sponsor ozone alerts in media; enhance ozone awareness; develop campaign to encourage things such as refueling vehicles during evenings, not topping off tanks, using lawnmowers during evenings, using electric lawn mowers; develop license plate program to generate revenue to implement public awareness campaign; develop a</p>	on-going	directionally sound	directionally sound	N/A	See Comment #4
18. Promote research in energy efficiency at local universities, industries, energy companies, federal government, and other institutions that improve air quality.	<p>Establish programs to research energy efficiencies at local universities, e.g., Institute for Energy Studies at Clemson University.</p> <p>Encourage business and industry to utilize the research from these programs to make the best decision concerning the purchase or upgrade of furnaces and boilers.</p>	<p>1. December 2004. No local action has taken place on this strategy. <b>ALTERNATIVE FUELS:</b> In 2005, Clemson University Chemical engineering professor Mark C. Thies received an \$856,000 award from the Department of Energy (DOE) to develop more efficient processes for the centralized production of hydrogen by splitting water. The award was one of only three made nationwide under DOE's Nuclear Hydrogen initiative. In addition to Thies, the project team includes fellow Clemson David Bruce, John O'Connell from the University of Virginia and Max Gorenshek from Savannah River National Lab. The Clemson team will interact not only with U. S. engineers and scientists but also with those in France, Italy, and Japan, all of whom have teams working on related processes. Clemson University is developing the International Center for Automotive Research (Clemson-ICAR) in Greenville, SC. The ICAR project will be the premier automotive and motorsports research and educational center in SC. Research will emphasize development of innovative materials and processing technologies, which will enable the development of r</p>	on-going	directionally sound	directionally sound	N/A	See Comment #5
19. Use of alternate fuels.	<p>Direct local Planning Commissions to identify areas where alternative fuels will be best suited.</p> <p>Encourage the use of alternate fuels;</p> <p>Assist with establishing alternative fuel infrastructure for private sector clean fuel fleets. Fuels other than gasoline and diesel that are used to power on-road vehicles. Examples of alternate fuels include bio-diesel, electricity, ethanol, hydrogen, liquefied petroleum gas, methanol, and natural gas.</p> <p>Encourage a clean-fuel fleet program for centrally fueled fleets of more than 10 vehicles.</p>	<p>1. December 2004. No local action has taken place on this strategy.</p> <p>2. June 2005 - local company began selling E-85 at 2 stations located along Interstate 85; sub-committee of Upstate Air Quality Staff Advisory Committee developed wording for bill concerning the promotion of alternative use fuel. The Upstate has moved forward with the distribution of E85 fuel. By the end of 2005, there will be at least 12 additional distribution stations. <b>ALTERNATE FUELS:</b> In 2005, Clemson University Professor James G. Goodwin, Jr., chair of the Clemson's chemical and biomolecular engineering department, received a DOE grant for energy research through DOE's State Technologies Advancement Collaborative. Goodwin's work focuses on the performance of iron-based bimetallic catalysts that are crucial to synthesis of clean fuels, additives and lubricants derived from coal and biomass gasification. Clemson will lead a partnership that includes Louisiana State University, the S.C. State Energy Office, the Louisiana State Energy Office, North Carolina's Research Triangle Institute, Rentech and S</p>	on-going	directionally sound	directionally sound	N/A	See Comment #5 See Comment #8

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20. Evaluate the use of High Occupancy Vehicle (HOV) lanes using existing lanes.	Evaluate use of HOV on three (3) lane interstate highways; Show the advantages of designating HOVs; Pass laws establishing regulations on HOVs lanes such as the threshold in the number of passengers (perhaps two) in the vehicle using HOVs lanes and time of day for the lane to be designated as HOV (fush hour). Pass laws authorizing issuance of tickets for violations of HOVs lanes regulations, i.e., one-passenger vehicles using HOV lanes on designated hours.	1. December 2004. No local action has taken place on this strategy. See Comment #5. Traffic engineers with SCDOT indicate that because traffic volumes on I-85 exceed 100,000 vehicles daily on the 3 lanes of the interstate it would be unwise to convert one of the three lanes to a HOV lane. The offsetting increase in congestion in the two remaining lanes would predictably increase Nox emissions by an amount exceeding the any reductions gained from traffic moving in the HOV lane. HOV lanes work best when they are paralleled by at least 4 or more free flow lanes. No further actions are planned.	completed	directionally sound	directionally sound	N/A	
21. Modify speed limits for optimum fuel efficiency.	Direct SCDHEC and SCDOT to take the lead role. Direct Planning Commissions to assist SCDHEC in modeling.	The GPATS MPO was designated as urban by the US Census following the 2000 census and as a result speed limits on the interstate highways in Greenville and Pickens Counties (GPATS MPO BOUNDARY)has been established at 60 mph. No further actions are planned.	completed	directionally sound	directionally sound	N/A	
22. Develop process for evaluating and minimizing impact of major projects such as shopping centers, schools, and subdivisions.	Study impact of post construction traffic flow. Study impact of construction activities.	1. December 2004. No local action has taken place on this strategy. No action taken in 2005.	on-going	directionally sound	directionally sound	N/A	See Comment #5
23. Community Schools to reduce vehicle miles traveled and encourage biking and walking for students and parents by encouraging smaller community-based schools that are integrated into neighborhoods	Eliminate minimum acreage requirements for school sites. Cap student populations per facilities. Require coordination among school boards and local governments to plan school sites and avoid conflicts with local planning goals. Favor restoration and construction of community-based small schools over new consturction of remote mega schools.	1. December 2004. No local action has taken place on this strategy.	on-going	directionally sound	directionally sound	N/A	See Comment #5
<p>Comments:</p> <p>1. December 2004 - SC EAC SIP - activity not quantified for several reasons (first) in accordance with EAC Protocol, after all adopted Federal and State controls were accounted for in the modeling, it was determined that local controls were not necessary to demonstrate attainment of the 8-hour ozone standard. Measures were submitted by the local areas to show their continued support and commitment to the EAC process. (second) this activity is directionally sound and should provide air quality benefits and in some cases measurable results. The progress toward implementing this activity and the benefits derived will be documentd as a part of the ongoing reporting requirements.</p> <p>2. December 2003 - Progress Report - See - <a href="http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac.html">http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac.html</a> - additional information provided by the county to include "findings", "advantages/disadvantages", "recommendations", "costs", etc....</p> <p>3. March 2004 - Local Early Action Plan - See - <a href="http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0304.asp">http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0304.asp</a></p> <p>4. June 2004 - Progress Report - See - <a href="http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0604.asp">http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0604.asp</a></p> <p>5. December 2004 - Progress Report - See - <a href="http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_1204.asp">http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_1204.asp</a></p> <p>6. December 2004 - SC EAC SIP - Including Appendix 8 (Local Early Action Plans and the Air Quality Awareness and Improvement Policy) and Appendix 16 (County Level Emission Reductions and Descriptions for the Ozone EAC Areas )- See - <a href="http://www.scdhec.gov/eqc/baq/html/eap_sip.html">http://www.scdhec.gov/eqc/baq/html/eap_sip.html</a></p> <p>7. April 20, 2005 - Correspondence to Mr. Palmer including clarifying supplemental information to the EAC SIP submittal of December 2004. - See - <a href="http://www.scdhec.gov/eqc/baq/html/eap_sip.html">http://www.scdhec.gov/eqc/baq/html/eap_sip.html</a></p> <p>8. June 2005 - Progress Report - See - <a href="http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0605.asp">http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0605.asp</a></p>							